

Bicycle/Pedestrian Advisory Committee (BPAC) Meeting April 26, 2023

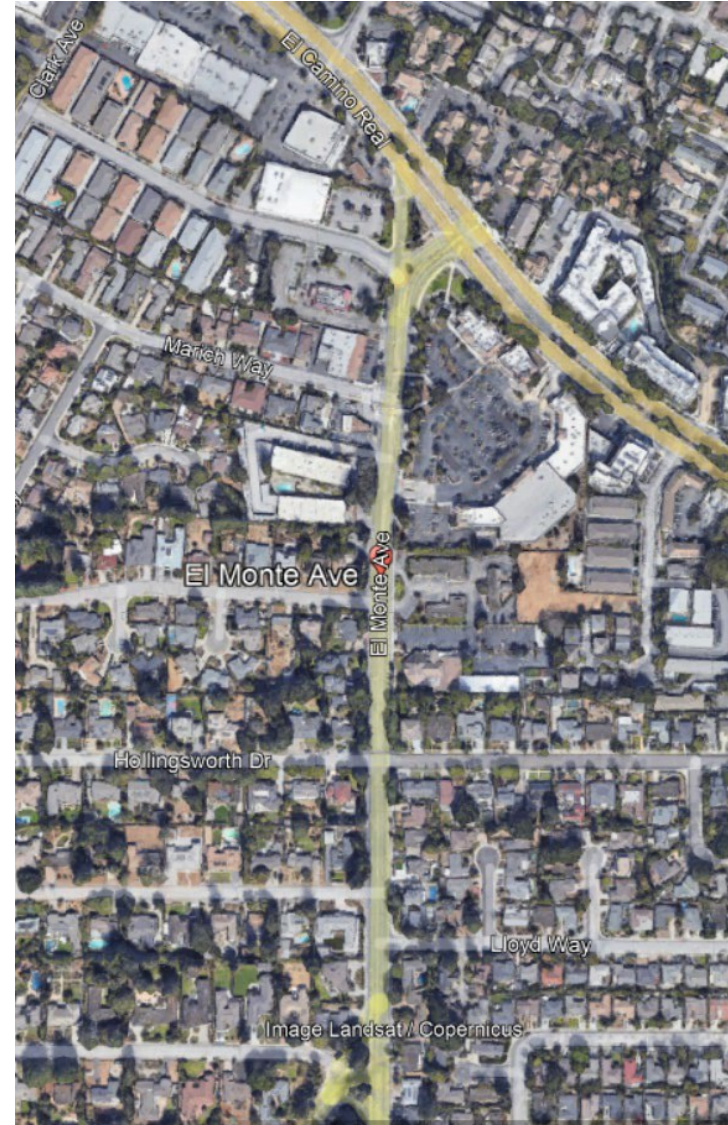


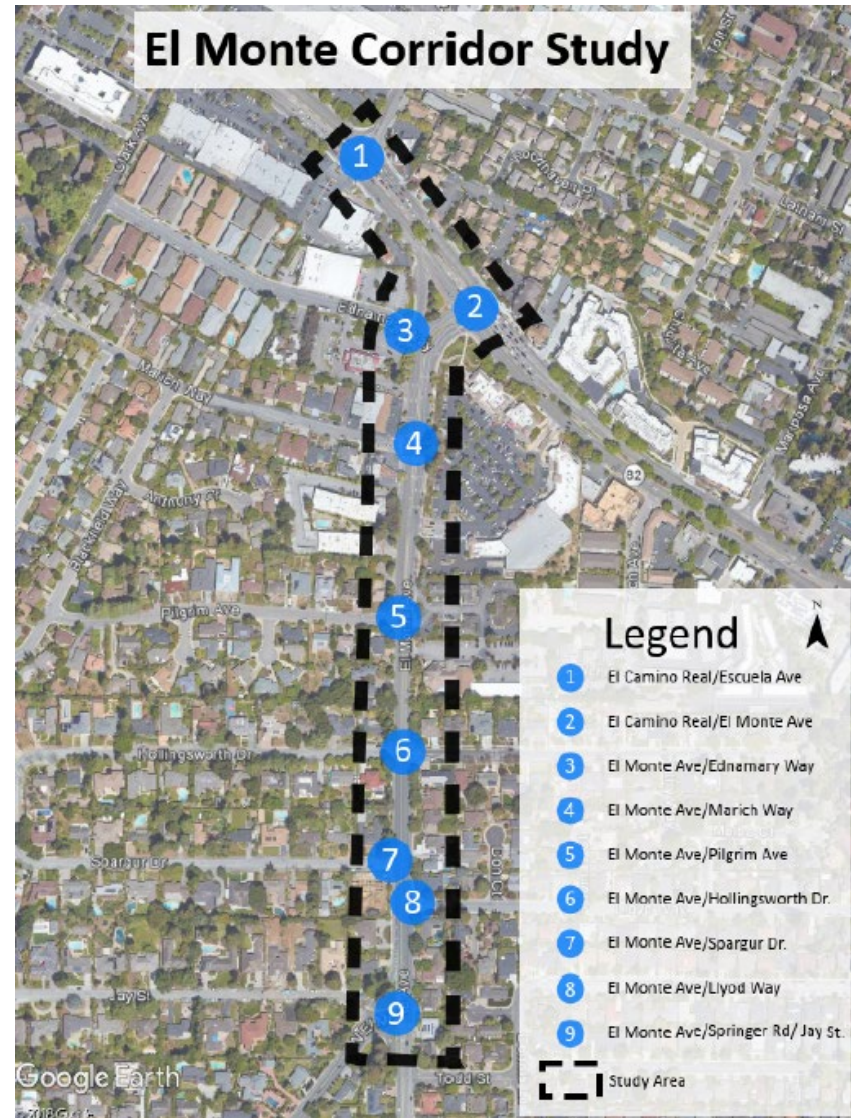
City of
**Mountain
View**

El Monte Avenue Corridor Study

Presented by Darwin Galang
Senior Traffic Engineer

- Study Goals
- Background
- Road Diet Concept
- Project Schedule





- Study Goals
 - Develop a multimodal transportation conceptual plan
 - Improve traffic operations along the corridor
 - Evaluate corridor to determine space allocation

Previous Meetings/Outreach Efforts:

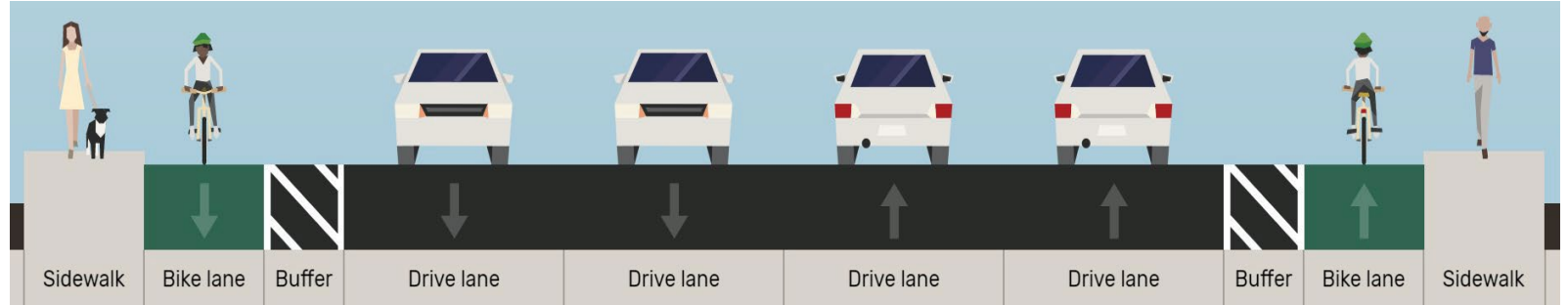
Public Outreach Meeting 1	January 15, 2020
Public Outreach Meeting 2 (Virtual)	August 18, 2020
BPAC Meeting	December 2, 2020
Public Outreach Meeting 3	July 1, 2022
Online Survey	Dec 2022-Feb 2023

Top six challenges:

1. High Vehicle Volumes
2. High Vehicle Speeds
3. Unclear Signage
4. Inadequate Street Lighting
5. Crosswalk Visibility
6. Lack of Protected Bicycle Infrastructure

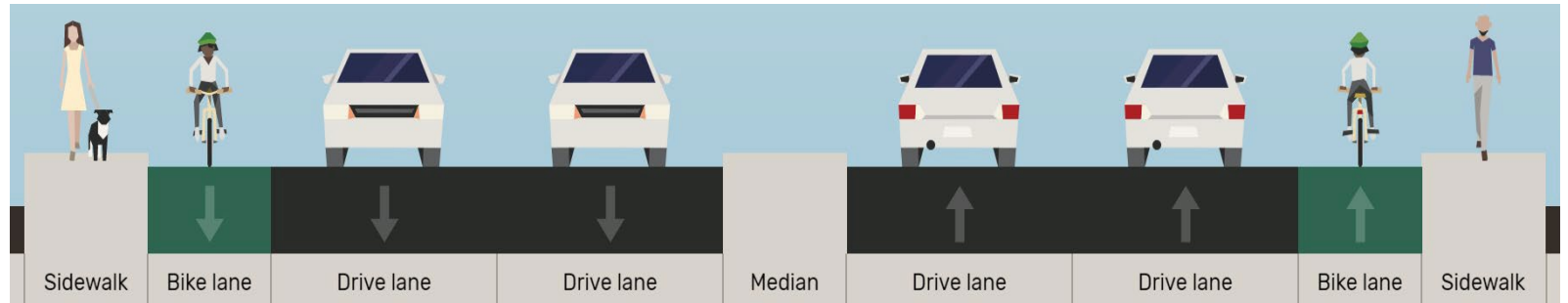
Alternative 1:

- Four-lane section
- Buffered bike lanes
- ***No side street restrictions***



Alternative 2:

- Four-lane section
- Buffered bike lanes
- **Some side street restrictions**





Corridor-wide Improvements

High visibility crosswalk

Green bike lanes at conflict areas

Enhanced street lighting

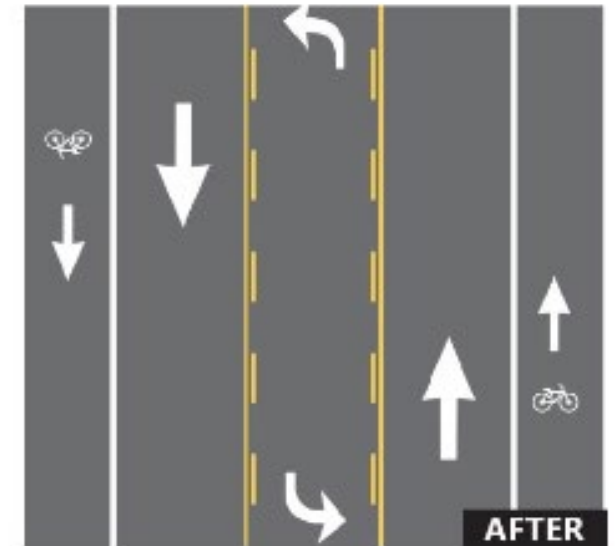
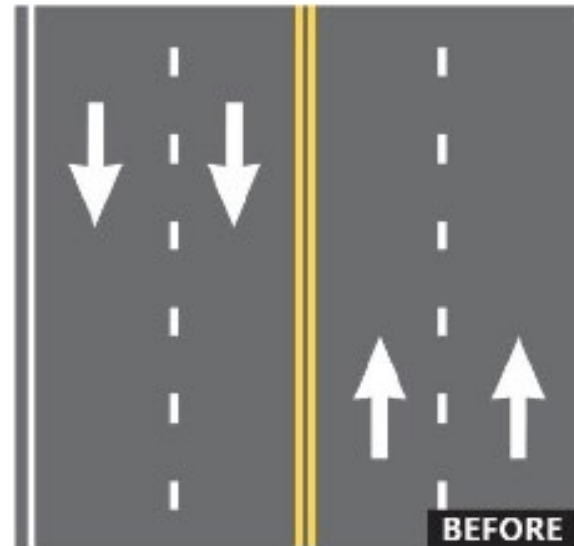
Striping and signage

ADA compliant curb ramps

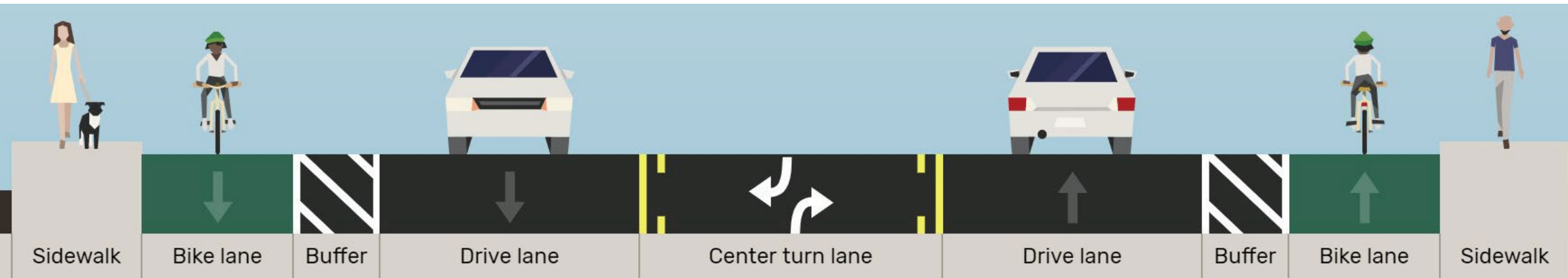
Green street elements



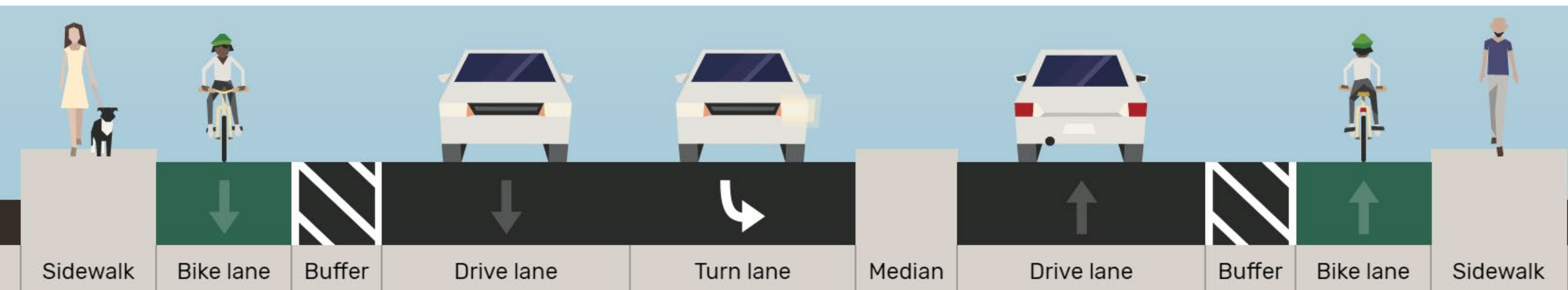
What is a “road diet”?

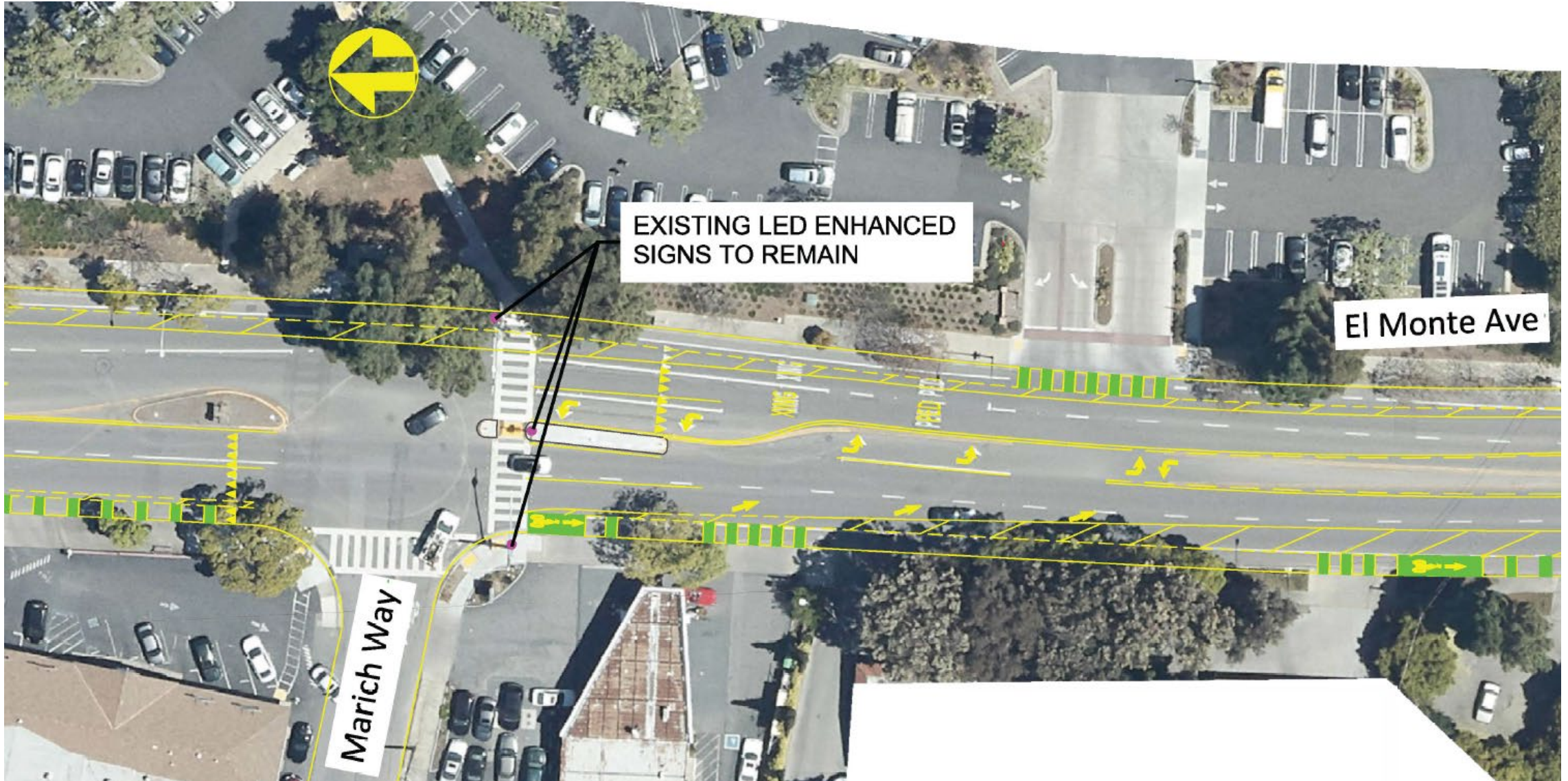


Benefits	Potential Impacts
• Increased mobility, safety, and comfort level for bicyclists and pedestrians • Reallocated space for other uses • Reduced traffic volume, speed, and frequency of traffic collisions	• Traffic diverted to other local streets • Turning movements may be more difficult due to fewer breaks in traffic • Reduces roadway capacity



Three-Lane Street on El Monte Ave (Center Lane vs Refuge Island/Median)

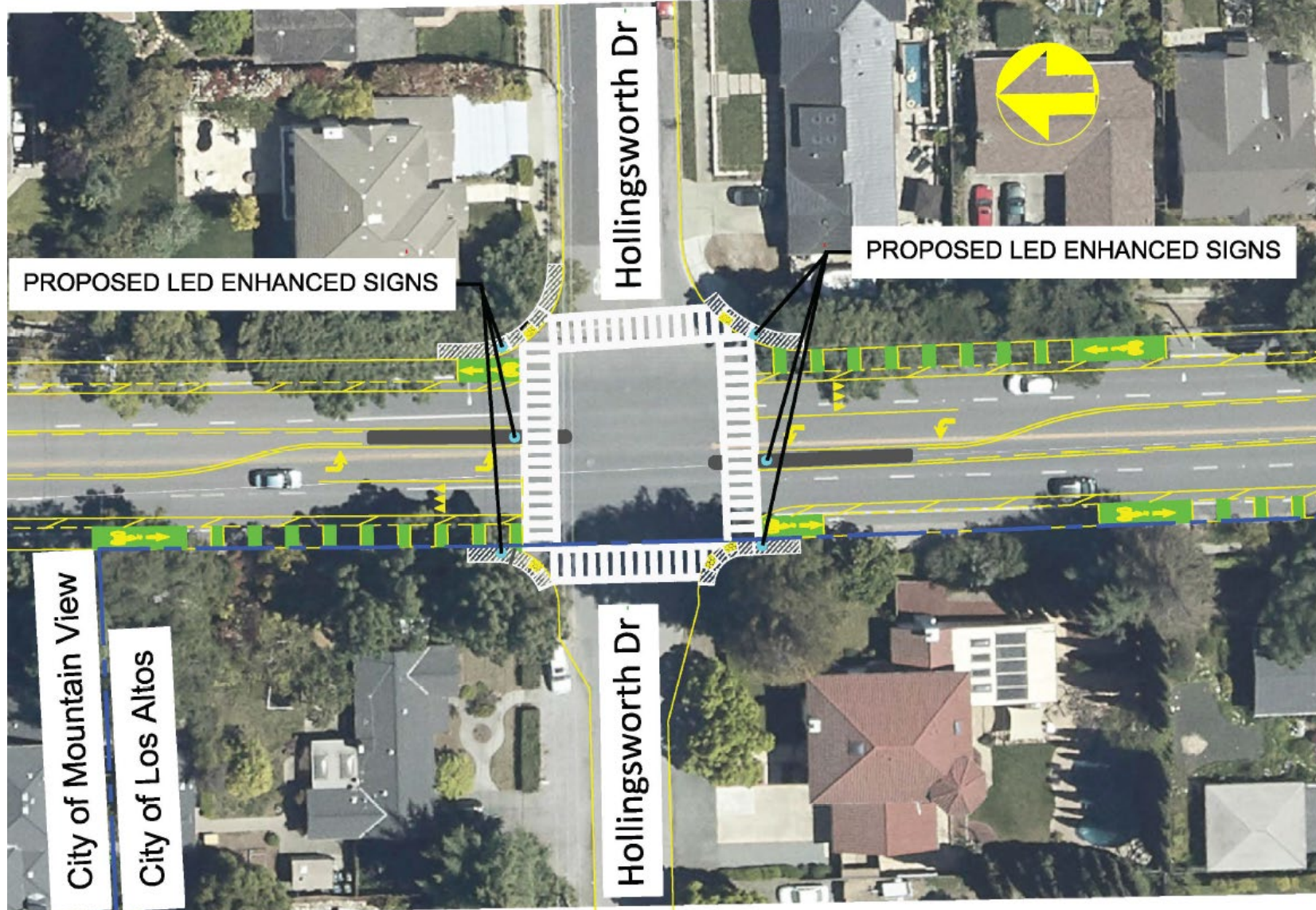








Road Diet Conceptual Plan



Road Diet Conceptual Plan



Noteworthy Feedback:

- Support of center two-way left-turn lane
- Opposition to left-turn access restriction on the side streets
- Road Diet as most preferred alternative

Recommendation:

- Staff recommends Alternative 3, a road diet from four lanes to three lanes with buffered bikes lanes, as the preferred concept for the Study.

- Council Transportation Committee – May 2023
- Council – June 2023
- Complete Study by summer 2023
- Design – 2024
- Construction – Late 2025

Questions?